

Shipping Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons.....	Captain H. D. Jones.
" " "POWAN,"	2,338 "	R. D. Thomas.
" " "FATSHAN,"	2,260 "	W. A. Valentine.
" " "HANKOW,"	3,073 "	C. V. Lloyd.
" " "KINSHAN,"	1,995 "	J. J. Losius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River,

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons.....	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 1.00 P.M.		
Departures on Sundays at 12.30 P.M.		

Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons.....	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8.30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons.....	Captain J. Wilcox.
" " "NANNING,"	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wedesday and Friday at about 8.30 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Sanshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.

Canton to Tak HingSingle \$12.50. Return \$21.00.

Canton to Sanshui.....Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN".....Capt. B. Branch.	S.S. "SANUI".....Capt. H. Black
Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk and Sanshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.	

FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING"....Capt. R. Birss.	S.S. "HONGKONG"....Capt. Maxfield
Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).	

FARES:—Hongkong to Kong Moon.....Single \$6.00.

Hongkong to KumchukSingle \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1905

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR"4,425 Tons. WEDNESDAY, 25th January.

" " "EMPERESS OF INDIA"" 6,000 " WEDNESDAY, 8th February.

" " "EMPERESS OF JAPAN"" 6,000 " WEDNESDAY, 8th March.

" " "ATHENIAN"" 3,440 " WEDNESDAY, 15th March.

" " "EMPERESS OF CHINA"" 6,000 " WEDNESDAY, 29th March.

" " "EMPERESS OF INDIA"" 6,000 " WEDNESDAY, 19th April.

Hongkong to London, 1st Class, \$62. 1/2. New York \$62.

Hongkong to London, Intermediate on £42.

Steamers, and 1st Class Rail £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous Inland Sea of Japan, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Itates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATES.

C. FERD. LAEISZ } HAVRE and HAMBURG. 14th January. } Freight.

von Hoff } (Calling at S'Pore, PENANG & COLOMBO). 14th January. } Freight.

AMBRIA } HAVRE and HAMBURG. 22nd January. } Freight.

Porzelius } (Calling at S'Pore, PENANG & COLOMBO). 27th January. } Freight.

SITHONIA } HAVRE and HAMBURG. 27th January. } Freight.

Hildebrandt } (Calling at S'Pore, PENANG & COLOMBO). 7th Feb. } Freight.

ARCADIA } HAVRE and HAMBURG. 7th Feb. } Freight.

Förck } (Calling at S'Pore, PENANG & COLOMBO). 21st Feb. } Freight.

ANDALUSIA } HAVRE and HAMBURG. 21st Feb. } Freight.

Filler } (Calling at S'Pore, PENANG & COLOMBO). 7th March. } Freight.

SAMBIA } HAVRE and HAMBURG. 7th March. } Freight.

Lüsing } (Calling at S'Pore, PENANG & COLOMBO). 21st March. } Freight and Passengers.

RHENANIA } HAVRE and HAMBURG. 21st March. } Passengers.

Böhries } (Calling at S'Pore, PENANG & COLOMBO). 21st March. } Passengers.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1 Queen's Building.

Hongkong, 13th January, 1905

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10. per case of 48 bottles (quarts) or 6 dor. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

[57, 58]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

QUEENS ROAD,

Watson's Building.

Hongkong, 1st October, 1904.

[57, 58]

SIEMSEN & CO.

Hongkong, 10th January, 1905.

[57, 58]

SIEMSEN & CO.

Hongkong, 10th January, 1905.

[57, 58]

SIEMSEN & CO.

Hongkong, 10th January, 1905.

[57, 58]

SIEMSEN & CO.

Hongkong, 10th January, 1905.

[57, 58]

SIEMSEN & CO.

Hongkong, 10th January, 1905.

[57, 58]

SIEMSEN & CO.

Hongkong, 10th January, 1905.

[57, 58]

SIEMSEN & CO.

Hongkong, 10th January, 1905.

[57, 58]

SIEMSEN & CO.

Hongkong, 10th January, 1905.

[57, 58]

SIEMSEN & CO.</p

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT

MERCHANTS.

ESTABLISHED
1841.

ALEXANDRA BUILDINGS.

EXTRACT:

I HAVE TAKEN PLEASURE
IN PRESENTING YOUR BRAND—
(WATSON'S CELEBRATED E.
BLEND) AS THE FINEST
SCOTCH WHISKY I COULD
PROCURE."

A. S. WATSON & Co.,
LIMITED,
ALEXANDRA BUILDINGS.

ESTABLISHED 1841.

Hongkong, 13th January, 1905.

[32]

SIR,
we have this week
distributed over 2,000
copies of our price list
in Hongkong.

Should you by any
chance not have re-
ceived one, kindly call
or send for it.

We consider it

AN EYE-OPENER
and many congratula-
tory letters we have
received tell us it is so.

GREGOR & CO.,
WINE MERCHANTS,
34, Queen's Road.

N.B.—Please remember that all
our Wines and Spirits are
bottled at home, and that they
do not cost more than local
bottlings. In many instances
their cost is considerably less!!

Hongkong, 13th January, 1905.

BIRTH.
On 7th January, at 9, Quinsan Gardens, Shanghai, the wife of C. P. DAWSON of a son.

MARRIAGE.

On 7th January, at Holy Trinity Cathedral, Shanghai, by the Rev. A. J. Walker, M.A., WILFRID FOX, younger son of Captain William P. Hamlin, of Greenock and Shanghai, to ROSE ELLEN, daughter of Walter Loxton of Kobe.

DEATH.

At North Shields, England, on the 3rd inst., ELIZA BAINBRIDGE, the beloved wife of Capt. Bainbridge.

The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 13, 1905.

the price at home, the other countries exported sugar to Great Britain. It seems, however, that the satisfactory increase in the foreign trade is accompanied by an unsatisfactory feature concerning the movements of bullion and specie. It is pointed out that while we have imported £6,182,000 more than in 1903, and £12,974,000 more than in 1902, we had to send away £8,235,000 and £19,105,000 more than in the previous two years. In other words, although we received no less than £40,606,000 in the first eleven months of the year, we exported £42,000,000, and so actually lost £1,400,000 on balance.

LOCAL AND GENERAL

GENERAL S. Slade, C.B., is due in Hongkong at the end of the month.

THE French mail of the 13th December, was delivered in London on the 11th inst.

Mrs. E. H. Conger (U.S. Minister) and Mrs. Conger are staying at the Hongkong Hotel.

MR. and Mrs. F. G. Figge have left England on their return to the colony where they are due early in February.

No further cases of small-pox have been reported from the s.s. *Cranley*, which has been disinfected and fumigated.

THE editor of the *Kotomim Shimbun* (Tokio) has sent us a bundle of interesting papers dealing with the recent operations at and around Port Arthur.

THE Right Honourable James Lowther, formerly Under-Secretary for the Colonies, has been appointed Governor of Cape Colony to succeed Lord Milner.

"THE Campaign with Kuropatkin," written by Mr. Douglas Story, forms the subject of most favourable criticism in recent numbers of *T. P.'s Weekly and Answers*.

THE French Consul at Hupch is to receive the Double Dragon order of 1st class, 2nd division for his speedy settlement of the late trouble there with converts, says the *5th Jih*.

THE Tientsin native Chamber of Commerce has been granted a wooden seal by the Board of Commerce, and the Directors of the Chamber are instructed to fetch it at the end of this month.

His many friends will be pleased to learn that the Emperor William has conferred the Order of the Red Eagle upon Dr. Eckhardt, Consul-General for Germany in Tientsin. A telegram to that effect was received on Christmas day.

A BILLIARD-tournament, between members of the Chinese branch of the Y. M. C. A., for a valuable silver cup, is being arranged to take place shortly. Entries will close on the 15th inst. The cup has been presented by Mr. Lim.

A CHINESE merchant has petitioned for the establishment of a company for the monopoly of bricks, tiles, lime, etc., for building purposes, to supply all the government requirements at a reduced rate, but to pay no tax. It is said permission will be granted.—*P. & T. Times*.

THE *Novi Vrinyi*'s quotes official figures and reports that—from 20th February to 13th Nov. the total receipts into the exchequer of the Society for strengthening the Russian Fleet amounted to 12,914,713 roubles, and orders were issued for 10,697,320 roubles in values.

THE record of cargoes of Manchester goods to India and the Far East has of late proved so generally unfavourable that the marine companies in London, Liverpool and Manchester recently agreed to a revised scale of premiums, to take effect at the beginning of next year.

THE petition of certain Chinese merchants to construct a railway from the Western Mills to Peking, for the conveyance of the coal has been refused, partly on the ground that the capital of Rs. 200,000 is not enough, and partly because the local officials have opposed it on the ground of fengshui.

A PICTURE by Romney, of two children walking, which, with two others, had been acquired by the late Mr. J. Townlison of Whitehaven for less than 20s., was sold at Christie's on 3rd ult. for 6,500 guineas. The two other pictures brought respectively 20s. and 40 guineas. A portrait by Natties realised 1,350 guineas, a Terburg 1,600 guineas, and a portrait by Sir T. Lawrence 2,000 guineas.

KING CARLOS has made a magnificent gift to the nation, which has recently arrived at the Natural History Museum at South Kensington. It consists of some most valuable specimens of deep-sea fish, all of them caught during King Carlos's recent cruise in Portuguese waters. They have arrived in several large packing-cases, sent over from the King's special collection at Lisbon. Some of the specimens are sharks of four and five feet long.

WE are sorry to learn that Mr. W. E. Allen of the staff of the Chinese Engineering and Mining Company, has sustained a broken leg. It occurred while out riding with friends on Boxing Day. He was dismounted and was passing behind a hired horse ridden by a comrade, when it lashed out with both feet and caused the injury referred to. After some unavoidable delay medical assistance was obtained, and the injured man was removed to his quarters, where we believe he is doing as well as can be expected. He must however be confined to his bed for some weeks.—*P. & T. Times*.

MAJOR Nathan, of the Chinese Engineering and Mining Company, expects to leave Shanghai for Hongkong by the German mail on Saturday.

A LUMINOUS ghost, taking the form of a man with a naked light in his cap, is reported from Bruce's Level, Pontypool, where old workings of coal, long since closed, have been re-opened.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—A Zoroastrian, \$35.

IT appears that a "claim" in Klondyke given by a generous miner to King Edward some years ago has become valuable, and unless the King goes to work it the claim may be "jumped."

THE *Hongkong Times* is informed that the composition of the Boundary Commission has not yet been definitely settled, and that it will not leave Siam for another fortnight—by the Donai on her next trip.

VICEROY Tsen Chen Hsien has telegraphed to Peking that, in view of the approach of the Bahia fleet to Far Eastern waters, special attention should be paid to such places as Chusan and Santaochu along the China coast which are important harbours, and that this step should be taken so as to safeguard China's neutrality rights.—*Universal Gazette*.

TO-MORROW afternoon the Hongkong Football Club will meet the Taikoo F. C. under Association Rules at Happy Valley. Kick-off at 4.15. The following will represent the Hongkong Club. Gaol: F. H. Kew; Backs: G. E. Morell and W. G. Leckie; Halves: H. C. Gray, Lieut. Macdonald, and E. F. Autoc; Forwards: R. Macpherson, H. H. Taylor, W. H. Williams (capt.), C. Humphreys and J. Clark.

A DEVELOPMENT of American trade is the shipment of refined California oil in bulk from the Pacific coast to the Far East. During the week the Standard Oil Company has shipped 1,400,000 gallons per tank steamer *Houqua* on to Shanghai, this being the first shipment in bulk to China. The Chinese market has hitherto been entirely supplied by Russian oil, or with case oil, shipped from American Atlantic ports.

MRA. A. J. McClure, the prominent member of the S. C. C., several his connection on Saturday with the Hongkong and Shanghai Bank, and sailed for Yokohama where he intends joining forces with his brother, as a stock and shares broker. He will prove to be a great loss in cricketing circles as he is a fine all round cricketer. His general presence will be much missed at the bank where his never-failing courtesy was always in evidence.

HAVING settled (as recorded in these columns the other day) the arrangements for the study of Japanese by military officers, the authorities have now turned their attention to the best way of encouraging the study of Chinese among members of the Burmah Commission. In accordance with this, it has been decided to give a "language reward" of 2,000 rupees to any officer of the Commission who passes an examination in Chinese according to the standard laid down by the Home Department. Intending candidates for this gratuity who pass an elementary test will be given an opportunity of spending twelve months in China for the purpose of improving their knowledge of the language.

THE Liverpool School of Tropical Medicine are sending two medical expeditions during the present month to West Africa. The first will visit Gambia, Konakry, and Sierra Leone, and the second will be in charge of Col. Giles, late Sanitary Commissioner, North Western Provinces, India, and he will visit the Gold Coast, Lagos and Nigeria. The objective of the expedition will be to study the distribution of biting insects, to which in Africa a large proportion of prevalent disease is attributable, and the study of the question of domestic anti-malarial measures in various colonies. The Liverpool School of Medicine already have an expedition engaged in studying the sleeping sickness on the Congo.

A CHINAMAN from the New Territory was charged before Mr. Hazelton this morning, with being in possession of arms, to wit, a long-sword, without a permit from the Captain-Superintendent of Police. The defendant stated that he was a market-gardener, and kept the sword to keep away robbers who were always stealing his produce. This morning he heard a great barking of dogs, and thinking there were robbers about, he grasped his sword, and made a sortie to reconnoitre when he ran full tilt into the arms of a Chinese detective who arrested him. This case was remanded for investigation into his antecedents, and as to whether he was a proper person to whom to grant the necessary permit.

"MESNEV'S MISCELLANY" is a quaint and interesting journal, published weekly in Shanghai, and priced at 30 cents a copy. The second number of the fourth volume reached us this morning, and although we have not had an opportunity of carefully reading it through we should imagine it to be a work of considerable importance for persons desirous of gleanings information on all matters relating to China and the Chinese. The contents of this number include Anglo-Chinese notes, commercial notes, military service in China, telegrams of the week, progress in the Celestial empire, adventures of a British privateer, a portrait of Ming Tai Tsu, a former emperor of China and founder of the Ming dynasty, and a photograph of the first Marquis Tseng.

PRINCE Ching has received instructions from the Throne to have all important matters in the English and Japanese papers translated.

By kind permission of Col. Caulfeild and officers, the Band of the 110th Mahratta Light Infantry will play the following selection at the Wo-kung Hotel, to-morrow evening, (Saturday), the 14th inst.:—

March "When the moon with Glory Brightens" Aruckley Selection, "The Earl and the Girl" Carlyle Vale "Auf Schwingen der Liebe" Bohm Song "The Light of the World" Adams Selection, "The Bell of New York" Kerker Bolero "La Son Rosa" Waldegraf God save the King.

THE latest dynastic plot story in Constantinople takes a singular form—that of the arrest of a woman and a foreigner. The prisoner, who is a quondam doctor in medicine, is a Russian lady named Sibilo, and she acted for years as medical attendant to the deposed Sultan Murad's harem. The ground of her arrest is that she maintains political relations with the party attached to the heirs of the dead Sultan. It is a fact that she has been constituted Murad's literary executor, and possesses the memoirs drawn up by him after his deposition. These contain many compromising revelations.

UNMANIFESTED AMMUNITION.

CAPTAIN OF "TUNGCHOW"

FINED MAXIMUM PENALTY.

Frederick A. Parkes, master of the s.s. *Tungchow*, appeared before Mr. H. H. J. Gomeritz, at the Magistracy, this afternoon, in answer to a summons for not having supplied to the Harbour Master, on arrival in this port, a manifest of the ammunition he had among his cargo on board, and for bringing such cargo into the harbour without notice to the harbour authorities.

Captain Parkes, on having the charge explained to him, said that he admitted the facts.

A boarding officer from the Harbour Department said that there were 250 tons of ammunition on the ship. The Captain told him this as soon as he went on board. A manifest must be furnished to the Harbour Master of all cargo on board. This was not done in this case.

The Captain said it was only stress that drove him to Hongkong. He was short of coal and fresh water, and it was not intended that the ammunition should appear in Hongkong; he only came here as an absolute necessity.

His Worship said that it was a serious matter; the quantity of ammunition was large and he would inflict the maximum penalty. The defendant was then fined \$250.

"TRUTH" AND FREEMASONRY.

Freemasonry with us is a very harmless association of persons who like to disport themselves in curious dress, to dine together, and to indulge in solemnly repeating in their lodges a more or less ancient ritual. They have secret signs and a pass-word by which they make themselves known to each other, and beyond a knowledge of the ritual (which very few of them really do know) they have no secrets. The pass-word is "Boas."

The sign is in the shape of a right angle. When making it the hand ought properly to be drawn across the throat, but this is not necessary. The ritual consists of a long account how a certain Biram Abif, when employed in building Solomon's temple, was thrown down from a scaffold and killed by the fall, and the members of the lodge declare their regret for the untimely end of this mythical mason. When a person becomes a Freemason he has to stand blindfolded in a lodge, with one leg and one arm bare, without any coin or metal on his person, and with a rope round his neck. He swears to keep the secrets of the "craft," and hopes that if he does not he may be buried between high water and low water. He keeps the secrets religiously, for the very good reason that there are no secrets. Freemasonry is, in fact, with us simply a mutual aid or benevolent society. It practises charity to its poorer members, and maintains many useful charitable institutions. Beyond this, it does nothing but dine, and wear aprons and other such personal paraphernalia on festive occasions.—*Truth*. The above will be found amusing by those of the Craft, and interesting to the uninitiated.

THE *Shanghai Maritime* are to open a regular monthly cargo service between Antwerp and the Far East in January with four steamers of 12,000 tons each, which have been specially built for this trade.

A quartermaster, named Burke, belonging to the P. & O. s.s. *Coromandel* was recently charged at Shanghai with assaulting Capt. G. Monford, master of the ship. In the dock accused behaved in a crazy manner, and as evidence tendered showed that his conduct aboard had been exceedingly strange the hearing was adjourned to permit of an examination being made into his mental condition.

THE Hamburg-American Line Directors have issued a statement, endorsing British grievances against the Suez Canal Company, whose mismanagement exasperates the whole shipping world. It emphasizes the necessity of something being done, otherwise Russia, with her Trans-Siberian railway, and America, alone, will reap the bulk of the benefit from the development of trade in the Far East, which will follow on the close of the war.

It appears that on the day when Messrs. Galbraith, Pembroke, & Co., the owners of the *Shrewsbury*, applied to the admiralty to send the *H.M.S. Rosario* in search of their ship, the loss sheet at Lloyd's was an exceptionally heavy one, including two liners totally lost, besides a number of other vessels wrecked and numerous minor casualties. Altogether the losses involved nearly £300,000. The *Shrewsbury*, with her cargo, was valued at over £1,000,000.

THE O. S. K. S. *Tachi Maru* arrived at Shanghai from Hankow on Saturday evening, having on board passengers transferred from the C. N. S. *King*, which ran aground on the Ella Rocks on the morning of the 2nd instant. The *Tachi Maru* saw the *King* aground on the rocks, two miles below Kitashima, at 5.30 p.m. on the 6th instant, and at the request of the captain of the *King* stopped and transhipped all the passengers and mails. The damage to the *King* is considerable and it is not likely that she will get clear of the rocks for some days to come.

SHIPPING AND MAIRS.

MAILS DUE.

English (*Simla*) 14th inst.American (*Siberia*) 14th inst.Australian (*Titan*) 15th inst.Indian (*Lightning*) 16th inst.Canadian (*Empress of India*) 16th inst.German (*Roon*) 17th inst.American (*Gaelic*) 18th inst.German (*Zieten*) 19th inst.Indian (*Sussex*) 25th inst.The s.s. *Germanicus* arrived at Yokohama on 9th inst.The Boston Tow Boat Co.'s s.s. *Lyla* sailed from Kobe on 12th inst.The s.s. *Simla* with the English Mail left Singapore on 9th inst., at 6 a.m., and may be expected here on 14th inst.The H. A. L. s.s. *Andalusia* from Hamburg left Singapore for this port on 12th inst., and may be expected here on 19th inst.

THE C

TELEGRAMS.

"HONGKONG TELEGRAPH"
SERVICE.

THE CANTON DISTURB-
ANCE.

PEACE RESTORED.

OFFICIAL ACTION.

(From Our Own Correspondent.)

Canton, January 13th,
3.15 p.m.

At 3 p.m. yesterday a large gathering of officials arrived on the scene of the disturbance in the 18th Ward of the City, and immediately had the imprisoned tradesman released, and on giving an assurance that the police would be punished the excited crowd gradually dispersed.

Most of the street gates were opened by 6 p.m. and a few shops resumed business, while to-day trade is carried on as usual.

When the officials arrived yesterday there were at least 8,000 to 10,000 persons assembled, and so threatening was the outlook that 2,000 more troops were called out.

About a dozen men were wounded; many rioters were arrested.

[Reuters.]

The Japanese Fleet.

LONDON, 11th January.

Reuter's Mauritius correspondent wires that it is rumoured the Japanese fleet is at Diego Garcia, a dependency of Mauritius in the Indian Ocean.

The Russian Baltic Fleet.

Admiral Rozhestvensky was informed, on the 2nd instant, that the Japanese fleet had proceeded to meet his fleet, and the Russians have redoubled their vigilance. Admiral Rozhestvensky's A.D.C., interviewed at Tamatave on the 3rd instant, said that the squadron would require months to cross the Indian Ocean.

France.

M. Doumer, who has been elected President of the Chamber, addressing a meeting of the Radical Left, prior to his election, declared that every opportunity must be taken to subject the Ministry to a reverse.

LATER.

The United States and the Hankow-Canton Railway.

The American Government has informed China that it does not approve of the proposed cancellation of the concession of the Hankow-Canton Railway and that it regards the American concessionaires as entitled to the protection of the American Government.

France and Japan.

The publication in the French papers of an exhaustive statement written by Baron Kodama in 1902, explaining Japanese ambitions, and setting forth particularly designs against Indo-China, is creating a sensation in Paris. The Japanese Legations deny the authenticity of the statement, but it has nevertheless produced an impression.

THE TSAR AND H.M.S. "TALBOT."

The following further particulars of the Tsar's gift to the officers and men of H.M.S. *Talbot*, as recorded in these columns last month, will be of interest:—The text of the Admiralty notification reads:

"His Imperial Majesty the Emperor of Russia has been graciously pleased to present a silver bowl and ladle to the wardroom officers of H.M.S. *Talbot* for their services to the crew of the Russian warships engaged at the battle of Tchelnopol, and also a cheque for £500 to his Royal Highness the Prince of Wales, as president of the Royal Naval Fund, to which this money is destined, in recognition of the *Talbot's* services."

The bowl has the following inscription round the base:

"Presented by the Emperor of Russia to the wardroom of his Majesty's ship *Talbot*, in friendly recognition of the assistance rendered to the crews of the *Variag* and *Korets* after the battle of Tchelnopol, February, 1904."

An expression of the cordial appreciation of his Majesty's Government of this gracious act has been conveyed to his Imperial Majesty through the Russian Ambassador at this Court, and the Board of Admiralty desire, on behalf of the officers of H.M.S. *Talbot*, to record their acknowledgments of the generous gift of his Imperial Majesty, which will be a lasting memento of an occasion on which the officers and crew of the ship were fortunately able to afford assistance to their fellow-sailors in distress.

"The present will be kept in the wardroom of H.M.S. *Talbot* whenever she is in commission—at other times in the officers' mess of the Royal Naval Barracks, Chatham. For the present, however, it will be entrusted to the care of Capt. Lewis Bayly, R.N., of H.M.S. *Queen*, who was captain of H.M.S. *Talbot* in Ceylon, the Straits, and Hongkong, February, 1904."

PORT ARTHUR.

THE DISPOSAL OF NON-COMBATANTS.

The question of the disposal of the non-combatants who were in Port Arthur at the time of its surrender and who are to be set at liberty by the terms of the capitulation agreement, is already exercising the attention of the Russian authorities at Chefoo and Shanghai. As a matter of fact, the first batch of these released non-combatants, numbering one thousand, have already left Dalny for Chefoo, and the *Shanghai Mercury* understands Major-General Dessine, who has been entrusted with the charge of the arrangements for their reception, has already chartered a steamer to bring them to Shanghai. General Dessine, however, fully recognises the undesirability of flooding Shanghai with these non-combatants, most of whom are, no doubt, destitute, and he intends to despatch them on the first opportunity to Europe. As, however, there will necessarily be an interregnum, the General approached Mr. T. Ratard, the French Consul general, with a request that the use of the old French camp in the French extension might be given him in order to house these unfortunate people, and Mr. Ratard very kindly gave his consent to this arrangement. As, however, it is understood that there are upwards of 4,000 of these non-combatants to dispose of and the housing accommodation at the camp would therefore probably prove inadequate, the German authorities at Tsingtao have been requisitioned to lend or sell old corrugated iron huts in which the German soldiers were formerly housed, and we believe the request will be complied with. It is probable, however, unless the Russian authorities are extremely vigilant in their care of these non-combatants, the influx of the many undesirables, who are certain to form a large proportion, will have serious consequences to the preservation of good order in the Settlement.

ENGLAND'S EASTERN NAVAL DEPOTS.

SINGAPORE OPINION.

In an editorial on the 4th inst., the *S. P. Press* writes:—

In another column will be found an interesting article, in the form of an interview, in the *Hongkong Telegraph* on the question of the Eastern Naval Depots of Britain. The motive of the interview appears to be the expropriation of the Tanjong Pagar Dock Company by direction of the Imperial Government on behalf of the Colonial Government. The news is read along with the announcement that there is to be a redistribution of naval commands throughout the Empire. And as one feature of this redistribution is to imply the uniting of the China, Australian and East Indies commands under one responsibility, it becomes obvious that it is impossible to avoid connecting the new Admiralty naval policy at Singapore with this unification of command. With the Australian and the East Indies squadrons as reserves for the advance squadron, the China (plus the super-seated Pacific) squadron, it becomes plain that Wei-hai-wei will be the scouting base, Hongkong the advanced base, Singapore the main or supporting base, and Sydney and Trincomalee (with Bombay) the reserve bases. For joint administration Singapore is the natural focus, but for docking and refit Hongkong will remain the chief base until the Admiralty policy shall have had its contemplated effect in more fully equipping Singapore for similar work to that now executed at Hongkong. When Singapore is so fully equipped, and the taking over of Tanjong Pagar undoubtedly implies that, among other things—it is probable that the dockyard work will be done both by Singapore and Hongkong in the ratio of the facilities for the time being, in regard to supply, refit and repair. Already, as a reference to previous published Navy Estimates will show, provision is made for naval stores here, and there is not the least doubt that the one great work to be carried out at Keppel Harbour is the construction of the long-tilted Admiralty dry dock. This will mean an extension of workshops adapted to the execution of naval repairs and minor construction. It will mean a naval staff, as for many years we have pointed out, the narrow waters round Singapore and in the Malacca Straits are an ideal cruising ground for a torpedo flotilla. Nothing would be more natural, although there is as yet no official information available, than that the local defences should not only include the passive minefields but the offensive defence in the form of a small division of torpedo boats held in reserve, as at present at Hongkong. We recollect quoting from a naval essay two or three years ago, in which, in his purview of the topic of coaling-stations, the writer of the essay allotted three torpedo boats to Singapore, even in the days of the separate commands. All this, when it comes to pass, must mean more executive work done at Singapore dockyard, including the docking of the largest type of ship in the naval fleet. This larger resort to Singapore will mean greater activity and much more money circulating. All this will react beneficially on general business, and in many indirect ways the transfer of Tanjong Pagar from a private company to Government, however its operations may be directed, may imply a valuable additional stimulus to our local trade. It is well-known that, both here and at Ceylon, tentative efforts on behalf of foreign interests have been made to acquire, through the Tanjong Pagar Board or otherwise, certain portions of the foreshore within Keppel Harbour or elsewhere, notably in case of the St. James's property. It will be admitted that the reversion of the entire foreshore, on both sides of Keppel Harbour, to the Government, removes the temptation to any such efforts at acquisition of foreshore, which again, under possible conditions, might be made a subject of regrettable, and what should have been unnecessary, even impossible, contention. This policy of an inflexible retention of foreshore is, we have reason to believe, now to be fully enforced in all British Crown dependencies, certainly in Ceylon, the Straits, and Hongkong.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE AMERICAN MAIL SERVICE.

To the Editor of the "Hongkong Telegraph."

SIR.—The mercantile community has already voiced its dissatisfaction in regard to the irregularity with which the Pacific mail companies have of late been running their steamers, and, whilst the matter is engaging public attention, a word too might be said in connection with the vagaries indulged in by those responsible for the handling of the mails coming by those boats.

In the majority of cases mails destined for Hongkong, by those vessels which have to call at Manila en route, are treated to a journey to that port instead of, as one might reasonably expect, being transhipped either at Kobe or Nagasaki to some other steamer with chances of arriving here earlier. Why this is not done is a question which the parties concerned may be able to answer, though hardly in a manner to satisfy a long-suffering public. But the climax is reached with the treatment meted out to the mails arriving ex *Gastia*. Despatched from San Francisco four days earlier, the *Gaelic* left Yokohama only a day ahead of the *Siberia*, and as the former has to go to Manila besides, it was decided to transfer her mails to some other vessel. Instead, however, of putting them on board of the *Siberia*, due here on the 14th, they were transhipped at Nagasaki to the North German Lloyd steamer *Roon*, due here on the 17th. Could official supineness go to any greater lengths than that?—Yours, &c.

DISGUSTED.

12th January, 1905.

THE RISE IN EXCHANGE.

To the Editor of the "Hongkong Telegraph."

SIR.—The question of fluctuation in exchange and the rise in the price of foodstuffs and so on, will be fresh in the memory of most residents here. When the dollar went down to 1/6 many of the compradores discussed the advisability of raising prices of commodities, etc., while hotels and other establishments took a similar step. The dollar, now approaching 1/2, brings us evidence on the part of neither of these people to lower their rates. Granted, in the case of hotels, that the high rates they have now to pay for their licences is some slight excuse for this, as regards compradores and others there seems to be no excuse whatever.

A few months ago it was possible to obtain, on a \$5 note or \$10 note, four to five cents premium, but at the present day the tenderer of such notes will only receive \$1.96 for a \$5 note or \$9.92 for a \$10 note, and so on. Is it to be understood by this that the bank currency notes are not acceptable at their face value, or that the Government has also increased the licences of the money-changers? Or, is it that these changers have such enormous rents to pay, as others have in the Colony? I know a case in which a person who came to the Colony some eight years ago, was receiving a rental, for a semi-European flat, of \$9 per month. In two years he raised the rent and by increments of \$5 per mensem, it has now reached the exorbitant sum of \$30. These and other matters apparently affected by exchange certainly deserve attention, more so perhaps in the case of foodstuffs, which despite certain recommendations of a Government Committee seem as dear as ever and no likelihood of a cheaper market. Lists of prices of certain articles obtainable at the market are printed in the local press, but in the absence of inspectors it is difficult to get the salesmen to abide by those figures. They have their own prices, which evidently they fix according to the recommendations of the numerous guilds. European stores should set an example as if rates are lowered when exchange goes up there should still be an ample profit to enable keen competition to compel others to follow in their line and thus secure a fair field with no favours.—Yours, &c.

A. N. R.
Hongkong, 12th January.

HOLLYWOOD ROAD FIRE.

THE LIVES LOST.

In our account of the fatal fire which took place at No. 168 Hollywood Road, yesterday morning, we mentioned that an old man, severely burnt, was removed to the Government Civil Hospital, and seven of the inmates of No. 2 storey were missing. Later in the day the old man, uncle of the schoolmaster, Wong Pak Mo, died as a result of his injuries, and in the subsequent search among the debris Sergeant Macdonald discovered the charred corpses of six of the unfortunate victims burned beyond recognition; these were also sent to the mortuary at West Point. The inhabitants of Nos. 37, 39, and 41 Square Street, all escaped uninjured, and saved a good deal of their property, but the houses were badly damaged, No. 39 being practically demolished. The whole circumstances of this outbreak are viewed with the gravest suspicion.

CRICKET.

HONGKONG v. KOWLOON.

The match fixed for to-morrow, the 14th instant, is Hongkong versus Kowloon. Play commences at 12 o'clock (noon). The following have been selected to play:—

Hongkong:—R. Hancock, H. Hancock, G. E. Morrell, T. E. Pearce, Com. Shaford, R. N. C. H. Mackay, R. E. O. Bird, Com. Bentinck, R. M. Lt. Benbow, R. N. Major A. A. Chichester, A. G., and F. C. Butcher.

Kowloon:—Lt. P. M. Heath, Lt. Airy, W. B. Duncan, R. A. G. H. W. Dobbyn, R. A. J. C. M. Doran, A. S. C.; Capt. H. W. Smith, R. A. D. C., G. Lightfoot, W. Dixon, J. Parker, R. Heaton and W. F. Lumden, R. A.

THE EMIGRATION PROSECUTION.

The case in which Wong Chak Tung and Wong Tim were charged with conspiring to defraud the China Navigation Company and the Eastern Australia S. N. Co., was called on again on remand, before Mr. H. U. J. Gompton, at the Magistrate this afternoon.

Mr. F. B. L. Bowley, Crown Solicitor, appeared for the prosecution, and Mr. G. K. Hall Bruton for the first defendant.

Mr. Bowley said that he would call Mr. Otto Kong Sing, Solicitor, to testify as to the law in Australia regarding emigration.

Mr. Hall Bruton objected, saying that there was nothing in the charges touching any Australian laws; the charges referred solely to attempting to defraud certain companies in this Colony.

His Worship said that certain questions had arisen as to the necessity of the emigrant's having their portraits on their papers, and perhaps it would be as well to hear Mr. Otto Kong Sing, and on cross-examination, Mr. Hall Bruton could deal with the relevancy of the evidence.

Mr. Otto Kong Sing then gave evidence to the effect that in all cases of unnaturalized Asiatics effecting a landing in Australia, the captain and officers of the steamer bringing such emigrants were held liable, and might be called upon to pay heavy fines.

By Mr. Bruton: Prohibited persons not always mean persons without naturalization papers: it applied to aliens, who were imbeciles, or otherwise undesirable persons. Shown certain naturalization paper forms, witness said he could not say if those were in force now, as they were made out on State papers while at present they should be on Commonwealth papers. He had seen many papers, but had never seen any photographs on them. Persons arriving in Australia with false naturalization papers would most decidedly be held to be prohibited persons.

Mr. Bruton: On proof of their falseness, of course.

Witness: Just so.

Mr. Bowley was then called, and asked by Mr. Bowley if he could write any European language, Mr. Bruton took exception to this evidence as the witness was merely called with regard to certain letters which were to be put in.

His Worship said that, with the Court's leave, this evidence could be admitted, and after further argument the witness was permitted to continue his evidence, and spoke as to the receipt of certain letters from the first accused regarding the papers in question.

By Mr. Bruton: He never went to the address to get the letters for him; they were brought to him by Wong King. He knew all these letters were in the handwriting of the defendant, because he had once had a receipt signed by him. That was the only way he knew the writing. Witness could not write any English at all. Shown the receipt and the letters he was asked to point out how he knew the letters were written by the same person, and said because Wong King had brought them to him. He did not know of his own knowledge that the letters were written by the first defendant. Witness had no friends in Australia.

Mr. Bruton: But you have said that you had. Continuing, witness said that when he went to buy his papers he told the men he had friends there who would look after him. He did not say he would send his photograph to friends in Australia, so that they could identify him on arrival, as they had not seen him for a long time. He did not know why the photographs were taken. He had never been in gaol, and did not know how the police knew so much about him. He had known the second defendant only since he went with him to the photographers. He did not know how many masters there were in the Chau Tak. He paid \$10 to the second defendant after the photographs had been taken.

Re-examined by Mr. Bowley, witness said the "chops" on the receipt produced and the letters shown were the same. On the receipt of each letter he went in the evening to see the first defendant. If the Chinese characters were easy he could read them. He could read the receipt shown him.

Young Pun said he was employed in Messrs. Watson and Son's Godowns. He had known the second defendant for several years. Within the last month or two he came to the Godown, and said—

Mr. Bowley objected to this as it was not evidence.

Mr. Bruton said he wanted to prove that the man was out of work and wanted witness to get him employment.

Witness, continuing, said the second defendant was out of work, and the first defendant gave him food and a sleeping place; but paid him no wages.

To Mr. Bowley: He knew the second defendant several years. Witness had been in Hongkong about 10 years. He knew all the places, but did not know the names of the streets. He knew the Wing Tai shop in Queen's Road. He thought that was where passengers got tickets for California or Australia. The second defendant was a *faik* there when the shop was open, but when it closed he went to the Cheun Hop. He did not know whether the second defendant used to take passengers to be photographed, and get a *chivish*. The first defendant was the master of the Wing Tai. He closed it some time ago, but witness did not know where he went. He did not hear of any emigrants to Australia failing to get ashore and coming back to sue the Wing Tai. Witness had never been to the Cheun Hop. He did not know anything about Wing Tai being raided on suspicion of being a gambling den.

To Mr. Bruton: The Wing Tai is a money-changer's shop.

Mr. Bruton then reviewed the charges, and said the prosecution had to prove conspiracy to defraud the man Hau Tim, and the Steamship Companies. As regards the case of Hau Tim, he submitted that the case must fail, as there was no criminal offence, as Hau Tim was a cat's paw and knew, as it appears in evidence, that he would be given false papers, there was no fraud there. As regards the Steamship Companies they would be indemnified, as it had been given in evidence that they stood to lose nothing and if any were indemnified it would be the brokers, as they guaranteed the companies against all losses on passage and return of alien emigrants.

The argument was proceeding when our reporter left the Court.

DESPERATE PIRACY IN THE HARBOUR.

SMART POLICE WORK.

At about four o'clock this morning a most daring armed robbery took place in the harbour by a band of twelve pirates, who succeeded in getting away, temporarily, with a sum of about \$1,000, the property of the master of a Shaukiwan passenger-junk. It appears that these pass

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TYDEUS"	24th January.
GLASGOW and LIVERPOOL	"PAKLIN"	25th January.
GLASGOW and LIVERPOOL	"IDOMENEUS"	26th January.
GLASGOW and LIVERPOOL	"PROMETHEUS"	31st January.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & L'POOL "HECTOR"		19th January, noon.
AMSTERDAM, LONDON & ANTWERP "HYSON"		22nd January.
AMSTERDAM, LONDON & ANTWERP "PRIAM"		31st January.
AMSTERDAM, LONDON & ANTWERP "GLAUCUS"		14th February.
*GENOA, MARSEILLES & L'POOL "AJAX"		20th February.
AMSTERDAM, LONDON & ANTWERP "IDOMENEUS"		28th February.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>viz.</i>	"TYDEUS"	27th January.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th January, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI	"PAKHOT"	14th January.
SHANGHAI	"HUMAN"	16th "
SHANGHAI	"FOOGHOW"	16th "
SHANGHAI	"TIENTSIN"	17th "
MANILA	"TAKING"	17th "
YOKOHAMA and KOBE	"TSINAN"	18th "
CEBU and ILOILO	"BUNGKUANG"	20th "
MANILA, PORT DARWIN, THURS.	"TAIYUAN"	23rd "
DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE		

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th January, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond....	MANILA	SATURDAY, 14th Jan., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 21st Jan., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 7th January, 1905.

**AMERICAN ASIATIC STEAMSHIP
COMPANY.**

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

About:

"RAS ISSA" 30th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 6th January, 1905.

PORLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail at Daylight on
"NUMANTIA" 4,370 Brechner January 23rd, 1905.
"ARABIA" 4,483 Bale February 13th, "
"ARAGONIA" 5,198 Schulte March 5th, "
"NICOMEDIA" 4,370 Wagner March 31st, "
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent

NOTICE.

BOO CHEONG of No. 20, Pottinger Street, has always on hand
FIRST-CLASS WRITING AND PRINTING PAPERS, and STATIONERY
of every variety.

HIPS Coaled from alongside at the shortest notice, and with all possible despatch. Prices Moderate. Telephone No. 329. Hongkong, 1st October, 1904.

[61]

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

[18]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Capitols

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Sunday excepted).

Leave Canton for Hongkong about 5:30 o'clock every evening (Sunday excepted).

These Fine Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4.
Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

[17]

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class \$3.00 for Single Journey,
2nd Class 1.50 " " Meals 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LTD.,

No. 216, Wing Lok Street.

WENDT & CO., Canton Agents.

Hongkong, 24th June, 1904.

[15]

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8:30 A.M., and returning from Macao at 7:30 P.M.

The Steamer will lay alongside the S.S. Perseverance's wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00.

Return \$3.00, " \$5.00.

Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & CO., LTD.,

S. A. NORONHA, Macao Agent.

Hongkong, 2nd September, 1904.

[16]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong on

Week Days, at 8 A.M. and on Sundays

at 8:30 A.M. Departs from Macao on Week Days at 2:30 P.M. and on Sundays at 6:30 P.M.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; and Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents.

TIPPIN and DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket.

Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued to BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA."

Captain R. A. Peters, carrying His Majesties' Mails, will be despatched from this to BOMBAY, TO-MORROW, the 14th January, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Himalaya*, 6,898 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on the 25th February, 1905.

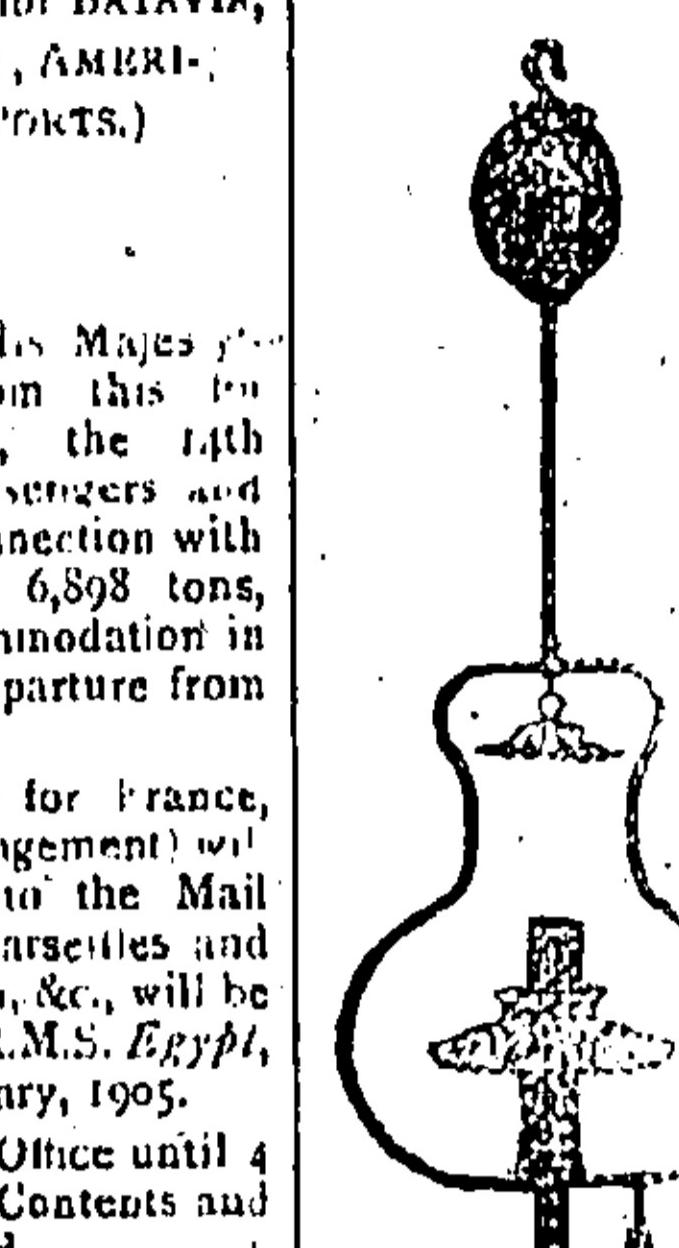
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 13th January, 1905.



FOR SALE.

FOR SALE OR TO LET,
AT THE PEAK.

NOS. 2 AND 3, GOUGH HILL.

A N ELEVEN-ROOMED HOUSE with Dressing, Drying and Bath-room; partly furnished; distant thirteen minutes by chair from the Tram; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For Particulars and Terms, apply to—
SHEWAN, TOMES & CO.
Hongkong, 30th December, 1904. [1398]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS
OF ALL DESCRIPTIONS,
from the best makers.INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for
GASOLINE AND GAS
LAMPSat the most moderate
prices.Lamps fixed up for
Buyers free of charge.Naphtha of the best
kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.

MM
STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,

MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "AUSTRALIEN."

Captain H. Verron, will be despatched for
MARSEILLES on TUESDAY, the 24th
January, at 1 P.M.Passage tickets and through Bills of Lading
issued for above ports.Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS... 7th February.
S.S. POLYNESIEN..... 21st February.L. BRIDOU,
Acting Agent.

Hongkong, 10th January, 1905. [7]

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.BOSTON TOW-BOAT COMPANY.
Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, BC., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Tremont.... 9,606 T. W. Garlick, Ab. Jan. 19

Lyra.... 4,417 G. V. Williams, Feb. 9

Pleides.... 3,753 F. G. Purington, Mar. 4.

† Cargo only.

FOR MANILA.
The largest, steadiest, and most comfortable
steamer for Manila.CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.The twin-screw s.s. *Shawmut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo
carried in cold storage.For further Information, apply to
DODWELL, & CO., LIMITED,
General Agents.

Queen's Buildings,

Hongkong, 9th January, 1905. [8]

NOTICE OF REMOVAL.

A FOOK & CO.,
SHIP AND HOUSE COMPRADORES,
have this day

REMOVED

TO

NO. 12, POTTINGER STREET,
(opposite their old establishment),
Hongkong, 24th November, 1904. [62]

For Sale.

FOR SALE OR TO LET,
AT THE PEAK.

NOS. 2 AND 3, GOUGH HILL.

A N ELEVEN-ROOMED HOUSE with Dressing, Drying and Bath-room; partly furnished; distant thirteen minutes by chair from the Tram; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For Particulars and Terms, apply to—
SHEWAN, TOMES & CO.
Hongkong, 30th December, 1904. [1398]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS
OF ALL DESCRIPTIONS,
from the best makers.INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for
GASOLINE AND GAS
LAMPSat the most moderate
prices.Lamps fixed up for
Buyers free of charge.Naphtha of the best
kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

SHARE QUOTATIONS.
Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	LAST WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 } \$700,000 \$25,000 \$175,533 \$191,973	\$1,492,554	{ Div. of £1.10/- @ exchange 1/9 15/16 } \$16.41 for first half-year 1904	51%	\$705 buyers London £71
National Bank of China, Limited	99,925	\$7	\$7		\$21,668	\$2 (London 3/6) for 1903	54%	\$38 sales
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 } \$81,739	\$150,494	\$17 for 1903	61%	\$250
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$151,992 \$362,366 \$371,445	Nil.	\$44 for year ended 30.4.1904	71%	\$58 buyers
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 800,000	Tls. 217,119	Final of 10/- making \$1 for 1903	8%	Tls. 96 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$77,749 \$893,111 \$816,771	\$2,078,997	\$35 for 1903	5%	\$700
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$186,284	\$12 for 1902	8%	\$150
Fire INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$70	\$1,000,000 \$25,675	\$320,047	\$6 dividend & \$1 bonus for 1902	72%	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,417,0288	\$371,110	\$22 for 1902	61%	\$40 buyers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	...	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$250,000	Nil.	\$3 for year ended 30.6.1903	6%	\$33 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$157,555	\$16,362	\$1 for first half-year 1904	104%	\$27 sales
Indo-China Steam Navigation Company, Limited	10,000	\$10	\$10	\$205,000 \$100,000	\$15,853	10/- for 1903 @ 1/10 5/16 = \$5.378	41%	\$23
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9%	Tls. 50 sellers
Do. (Preference)	100,000					Interim of 1/- (Coupon No. 5) for 1904	74%	Tls. 48 sellers
"Shell" Transport and Trading Company, Limited	3,000,000	\$1	\$1	\$40,000 \$60,000	\$19,555	Interim of 1/- (Coupon No. 5) for 1904	4%	25/-
Do. (Preference)	10,000	\$10	\$5	\$15,093	\$1,287	(\$1.80 & b. 40 cts) for year ending 30.4.04	51%	\$38
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$400,000	\$130,153	(\$0.90 & b. 20 cts) for year ending 30.4.04	31%	\$29
Straits Steamship Company, Limited	5,000	\$100	\$100	none	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	9%	\$145 sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 201,614	\$1865	Interim of Tls. 1/ for 1904	10%	Tls. 30 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$220 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$2 for 1897	...	\$16 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 21 for year ending 30.9.04	44%	Tls. 60 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$40,000	Dr. \$7,820	No. 3 of 1/6	...	Tls. 71 buyers
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G. \$672,093	50 cents making G. \$1 for 1904	6%	G. \$188
Rubn Australian Gold Mining Company, Limited	50,000	\$1	\$1	\$18,10	Dr. \$4,029	No. 12 of 1/-=48 cents	...	\$34 sellers
Société Francaise des Charbonnages du Tonkin	16,000	Frs. 250	Frs. 250	{ Fcs. 257,37 } { Fcs. 1,529,52 }	Fcs. 25,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$420
DOCKS, WHARVES & GODDOWNS.								
Gen. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$20,000	\$10,517	\$3.75 for 1903	8%	\$45 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	10,000	\$50	\$50	\$250,000	\$28,015	Interim of \$2 for 1904	44%	\$104 old